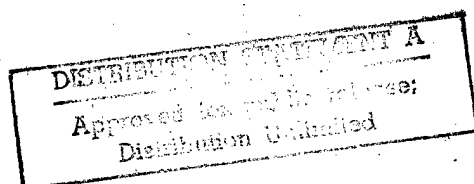


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USSR Report

TRANSPORTATION

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[Text]

APPROVED
by a Ukaze of the Presidium
of the USSR Supreme Soviet,
11 May 1983

CIVIL AIR CODE OF THE USSR

CHAPTER I. GENERAL PROVISIONS

Article 1. Sovereignty Over USSR Airspace

The USSR possesses total and exclusive sovereignty over the airspace of the USSR, which is a part of the territory of the USSR.

The airspace of the USSR is defined as the airspace above its land and water territory, to include over territorial waters (territorial seas) of the USSR.

Article 2. Legislation Regulating the Use of USSR Airspace

Use of USSR airspace for aircraft flight is regulated by the present Code, by other laws of the USSR and by the Statute on Use of the USSR Airspace, Basic Rules of Flying in USSR Airspace and other normative documents approved in the order determined by the USSR Council of Ministers.

Article 3. Sphere of Action of the USSR Civil Air Code

The USSR Civil Air Code defines the order of activities carried out by aviation with the purposes of protecting the interests of the state, insuring aircraft flight safety and satisfying the needs of the USSR national economy and citizens.

The USSR Civil Air Code applies:

- 1) to all civil aviation within the USSR;

2) to civil aircraft of the USSR for the time during which they are outside the USSR, if the laws of the country in which the aircraft is present do not impose other requirements.

Articles 11, 19, 25-29, 33-37, 39-65, 71 and 143 of this Code apply to all USSR aviation.

Article 4. Use of USSR Civil Aviation

USSR civil aviation is used for the purposes:

- 1) of conveying passengers, baggage, cargo and mail;
- 2) of fulfilling aviation operations in specific sectors of the national economy (using aviation in agriculture and construction, to protect forests, to service expeditions etc.);
- 3) of rendering medical aid to the public and conducting public health measures;
- 4) of conducting experiments and scientific research;
- 5) of conducting training, cultural, educational and athletic measures;
- 6) of conducting search and rescue and emergency rescue operations and rendering assistance in the case natural disasters.

Article 5. Ownership of the Resources of USSR Civil Aviation

The principal organ managing civil aircraft as well as airports, civil airfields and ground equipment belonging to the Soviet state is the USSR Ministry of Civil Aviation.

Other ministries, state committees and departments may have under their jurisdiction, and cooperative and other social organizations may own, civil aircraft and ground equipment necessary to support their needs, and have civil airfields under their jurisdiction only with the permission of the USSR Council of Ministers.

Article 6. Normative Acts of the USSR Ministry of Civil Aviation

In accordance with this Code and other laws of the USSR, the USSR Ministry of Civil Aviation **publishes**, within the limits of its competency, rules, manuals, instructions and other normative acts binding upon ministries, state committees, departments, enterprises, institutions, organizations and citizens and regulating operation of civil aircraft, construction and operation of airports and civil airfields, the flights of civil aircraft, the conveyance of passengers, baggage, cargo and mail (including international flights and shipments) and the use of aviation in specific sectors of the national economy.

Article 7. Aviation Personnel

Workers of USSR civil aviation whose activities are oriented directly at achieving the goals indicated in Article 4 of the present Code are aviation personnel, and they must have special training corresponding to the positions they occupy, they must know the USSR Civil Air Code and they must be familiar with the rules, manuals, instructions and other documents regulating their work.

Depending on specialty, training level and work experience, flying personnel, and other aviation personnel on a list approved in the established order, are awarded a class and presented with the corresponding certificate.

The health of flying personnel and of service personnel aboard an aircraft, personnel responsible for air traffic control and engineers and technicians involved in technical aircraft operation must satisfy the established requirements.

Article 8. Aircraft Flying Fitness Norms and the Operational Fitness Norms of Airfields and Their Equipment

Civil aircraft, civil airfields and their equipment must satisfy state requirements on flight safety foreseen by the aircraft flying fitness norms and by the operational fitness norms of airfields and their equipment.

These norms are binding upon all ministries, state committees, departments, enterprises, institutions and organizations participating in the design (construction), testing, series production, reception, operation and repair of civil aircraft, airfields and air equipment. The order of writing up and approving such norms is determined by the USSR Council of Ministers.

Article 9. State Surveillance Over the Safety of Civil Aviation's Use

State surveillance over maintenance of flight safety aboard civil aircraft by the corresponding ministries, committees, departments, enterprises, institutions and organizations is the responsibility of the State Commission for Flight Safety of USSR Civil Aviation (USSR Gosavianadzor).

State surveillance over compliance of civil aircraft, civil airfields and their equipment with norms defining their fitness for operation in the USSR is maintained by the State Aviation Register of USSR Civil Aviation (USSR Gosaviaregistr).

The Statute on the State Commission for Flight Safety of USSR Civil Aviation and the Statute on the State Aviation Register of USSR Civil Aviation are approved by the USSR Council of Ministers.

Article 10. Aeroflot

Civil aviation under the jurisdiction of the USSR Ministry of Civil Aviation--Aeroflot--possesses a single flag and emblem complying with the appended description.

On international air routes, Aeroflot operates as a single and independent aviation enterprise existing as a legal person.

Article 11. Aircraft

For the purposes of the Code an aircraft is defined as an airborne vehicle held aloft in the atmosphere owing to its interaction with air, in distinction from interaction with air deflected from the ground surface.

An aircraft is within the national possession of the state to which it is registered.

CHAPTER II. CIVIL AIRCRAFT

Article 12. USSR Civil Aircraft

For the purposes of this Code USSR civil aircraft are aircraft used for the purposes stated in Article 4 of this Code and entered in the USSR State Register of Civil Aircraft.

Craft of the USSR Ministry of Defense, the USSR Ministry of Internal Affairs, the USSR Committee for State Security and of the All-Union Voluntary Society for Assistance to the Army, Air Force and Navy, and craft of other ministries, state committees and departments intended for experimental design, experimentation and scientific research in aviation and in other branches of engineering are not categorized as civil aircraft.

Article 13. Registration of Civil Aircraft

USSR civil aircraft are subject to registration in the USSR State Register of Civil Aircraft.

A certificate attesting to an aircraft's registration is issued when it is entered into this register.

The USSR Ministry of Civil Aviation is responsible for managing the USSR State Register of Civil Aircraft and for issuing aircraft registration certificates.

Article 14. Recognition of Aircraft Registration

The moment an aircraft is entered into the USSR State Register of Civil Aircraft, all entries previously made in relation to this craft into the aircraft registers of foreign states are not recognized by the USSR.

In equal fashion, the USSR does not recognize the entry of USSR aircraft into the aircraft register of a foreign state, if the aircraft had not been deleted in the established order from the USSR State Register of Civil Aircraft.

Article 15. Deletion of a Civil Aircraft From the Register

A USSR civil aircraft is deleted from the USSR State Register of Civil Aircraft in the following cases:

- 1) when the aircraft is scrapped or retired;
- 2) when the aircraft is sold or transferred in the established order to a foreign state or to a foreign legal or physical person.

Article 16. Markings Applied to Civil Aircraft

When an aircraft is entered in the USSR State Register of Civil Aircraft, it is awarded a state registration identifying mark, which is applied to the craft. Identifying marks of civil aircraft and the rules of their application are established by the USSR Ministry of Civil Aviation.

In addition a red cross or a red crescent is **affixed** to aircraft intended for the medical and public health service.

Article 17. Certification of a Civil Aircraft for Operation

A USSR civil aircraft may be certified for operation only after it is established that it complies with the flight fitness norms.

In correspondence with this:

- 1) an aircraft of a new design (of a new type) must pass plant, state and operational tests and receive, from the State Aviation Register of USSR Civil Aviation, a flight fitness certificate if it is established from the results of these tests that it complies with the flight fitness norms;
- 2) every aircraft of an adopted design must pass the necessary tests and trials in the established order, on the basis of which a certificate attesting to the fitness of the aircraft for flying is issued. Without such a certificate, the aircraft cannot be allowed to operate;
- 3) in the event of a design change in an aircraft not requiring acquisition of a new flight fitness certificate, and after repair or upon expiration of an established period of series production or operation, the aircraft is subject to new testing in the established order.

The responsibility of maintaining, during operation, of each aircraft in a condition satisfying the requirements of the flight fitness norms is imposed upon the ministries, state committees, departments, enterprises, institutions and organizations operating the craft.

Article 18. Craft Documents

The following must be aboard a civil aircraft:

- 1) the craft's registration certificate;

- 2) a certificate indicating the craft's fitness for flying;
- 3) aircraft log;
- 4) aircraft radio set permit;
- 5) flight operations manual;
- 6) other craft documents foreseen by the USSR Ministry of Civil Aviation.

The aircraft registration may bear the aircraft radio set permit.

Article 19. Radio Call Sign

A radio call sign is awarded in the established order to each USSR aircraft possessing radio communication **devices**.

Article 20. Limitations on the Right to Use Civil Aircraft

Limitations are imposed on the right to use USSR civil aircraft (seizure for a particular form of compulsory service, temporary or permanent withdrawal from service and other limitations elicited by special circumstances) only with the permission of the USSR Council of Ministers.

Article 21. Recognition of the Flight Fitness Certificate of a Civil Aircraft

A civil aircraft flight fitness certificate that had been issued or which had been empowered by a foreign state in which the given aircraft is registered is recognized as being valid by the USSR on the condition that the requirements in accordance with which such a certificate was issued or in accordance with which it was empowered satisfy requirements established in the USSR.

CHAPTER III. THE CIVIL AIRCRAFT CREW

Article 22. Crew Composition

The crew of a USSR civil aircraft consists of the commander and other persons representing the flight and service personnel.

The composition of a civil aircraft crew is determined by the USSR Ministry of Civil Aviation depending on the type, class and purpose of the aircraft as well as on the goals and conditions of its operation.

Flying a civil aircraft with an incomplete crew is prohibited.

Article 23. Citizenship of Crewmembers

The crews of USSR civil aircraft may be composed only of citizens of the USSR.

Exceptions to this rule may be made in the order determined by the USSR Council of Ministers.

Article 24. The Civil Aircraft Commander

A person possessing the specialty of a pilot and the training and experience necessary for independent control of the given type of aircraft may be a USSR civil aircraft commander.

The craft commander manages all of the activities of the crew, he insures strict discipline and order aboard the craft and compliance with the flight and operating rules of the craft, and he takes the necessary steps to insure the safety of persons aboard the craft and the integrity of the craft and its property.

Article 25. The Rights of an Aircraft Commander

The commander of a USSR aircraft has the right:

- 1) to make the final decision on take-off, flight and landing of the aircraft and on abortion of a flight and return to the take-off point for an emergency landing. In the event of a clear threat to flight safety, as well as for the purposes of saving the lives of persons aboard the craft, such a decision may be made in opposition to the flight plan, instructions of an air traffic control organ and the flying assignment, though to the extent possible in accordance with the established flight rules. The craft commander is obligated to report his actions immediately to the air traffic control organ directly controlling the aircraft;
- 2) within the limits of his competency, to give orders subject to unquestioning fulfillment to any person aboard the aircraft;
- 3) to take all necessary steps, going as far as using weapons against persons who create, by their actions, a direct threat to flight safety and who do not carry out his orders. On arrival of the aircraft at the nearest airfield, the craft commander can remove such persons from the craft, and in the event that an act of a criminal nature has been committed, he may turn such persons over to the appropriate organs;
- 4) to dump fuel while in the air and to jettison baggage, cargo and mail if this is necessary to insure safe flying and landing of the aircraft.

In the event of a forced landing, the aircraft commander controls the actions of all persons aboard the aircraft until the transfer of his powers to competent organs.

Article 26. Actions To Be Taken in the Event of a Disaster

If an airborne aircraft is threatened by danger or if the aircraft suffers or had suffered a disaster (Article 59 of this Code), the craft commander is obligated to take all steps to preserve the lives and health of the people, and the integrity of the craft and the property it contains.

All crewmembers and, when necessary, the passengers are obligated to participate in the rescue of people and the aircraft.

In the event of a disaster, no crewmember has the right to abandon the craft without the craft commander's permission. The commander leaves the aircraft last.

In order to insure the integrity of an aircraft that has suffered a disaster and of the property it contains, the craft commander has the right to sign contracts, in behalf of the organization that has operational control over or owns the aircraft, to transport the craft, baggage, cargo and mail, and to take other steps elicited by the circumstances.

Article 27. Rendering Assistance to Craft and Persons in Danger

On receiving a disaster signal from another aircraft, a seagoing vessel or an inland waterways vessel, or having spotted a vessel suffering or having suffered a disaster, or persons in danger, the aircraft commander is obligated to render assistance, to the extent possible without jeopardizing the craft, passengers and crew entrusted to him, to mark the disaster site on a map and to report the disaster to an air traffic control organ.

Article 28. Mutual Relationships Between the Commander of a USSR Aircraft and USSR Consuls

The mutual relationships between the commander of a USSR aircraft and other crewmembers and USSR consuls abroad are regulated by the USSR Consul Regulations.

Article 29. The Order of Compensation for Injury to Crewmembers

In the event that a crewmember of a USSR aircraft suffers mutilation or some other health impairment in connection with the crewmember's fulfillment of his official duties during take-off, flight or landing of the aircraft, the organization that has operational control over or owns the aircraft is obligated to pay compensation to the injured person in an amount exceeding the sum of the assistance he receives or is granted following injury to his health, and the pension he is receiving, if it fails to prove that the injury was inflicted intentionally by the victim.

In the event of the death of a crewmember of a USSR aircraft in connection with the crewmember's fulfillment of his official duties during take-off, flight or landing of the aircraft, compensation for damages is received in accordance with the same rules by disabled dependents of the deceased or by persons entitled to a maintenance allowance from the crewmember prior to the date of his death, as well as a child of the deceased born after his death.

CHAPTER IV. AIRFIELDS. AIRPORTS

Article 30. Creation of Airfields and Airports

Airfields and airports are created in order to service aircraft making flights with the purpose of conveying passengers, baggage, cargo and mail and for other purposes.

An airfield is a parcel of land or water specially equipped for the take-off, landing, taxiing, parking and servicing of aircraft.

An airport is a complex of structures which is intended for the reception and dispatch of aircraft and for the servicing of air shipments and which possesses an airfield, an air terminal and other ground structures and equipment needed for these purposes.

Article 31. Registration of Civil Airfields

With the exception of temporary airfields, airfields intended to support air operations and landing strips, civil airfields under the jurisdiction of the USSR Ministry of Civil Aviation are subject of registration in the State Register of USSR Civil Airfields, management of which is the responsibility of the USSR Ministry of Civil Aviation.

When an airfield is entered into this register, a certificate of state registration and of the airfield's fitness for use is issued.

The order of state registration of airfields and of issue of state registration certificates as well as the order of accounting for temporary airfields and airfields supporting air operations and landing strips are established by the USSR Ministry of Civil Aviation.

Airfields intended for joint basing are registered in the order established by the USSR Council of Ministers.

Article 32. The Order of Certifying Civil Airfields for Use

Each civil airfield may be permitted to operate only after it is established that it complies with the airfield use fitness norms.

In correspondence with this:

- 1) a newly built airfield must be accepted by a special commission appointed in the order determined by the USSR Council of Ministers;
- 2) in the event of reconstruction of an airfield, its reequipment or expiration of a certain period of operation, the airfield is subject to inspection, and it is accepted by a commission appointed in the order determined by the ministry, state committee, department or organization having jurisdiction over the airfield.

Civil airfields are certified for use in the order established by the ministry, state committee, department or organization having jurisdiction over the airfields, upon coordination with the State Aviation Register of USSR Civil Aviation.

Article 33. Construction and Reconstruction of Airfields

Construction and reconstruction of airfields must be coordinated in the established order with interested ministries, state committees and departments.

Article 34. Construction Within Airfield Territory

Cities and other population centers must be planned, built and developed, and industrial, agricultural and other facilities within the limits of the airfield territory must be built and reconstructed in compliance with aircraft flight safety requirements, with a consideration for possible harmful physical influences upon the health of the population and upon the activities of enterprises, institutions and organizations, and with the consent of the ministries, state committees, departments and organizations having jurisdiction over the airfields.

Article 35. Location of Various Facilities Within an Airfield Area

The location of buildings, structures, communication lines, high-voltage electric power lines, radio engineering and other facilities that may jeopardize aircraft flight safety or create interference to the normal operation of airfield radio engineering resources within an airfield area must be coordinated with the ministries, state committees, departments and organizations having jurisdiction over the airfields.

Consent to install such facilities is obtained and the list of such facilities is approved in the order determined by the Statute on the Use of USSR Airspace.

Article 36. Marking of Airfields

Airfields and landing strips are marked in accordance with the established rules in order to permit their identification from the air and orientation of crews during aircraft take-off and landing.

Placement, in the vicinity of airfields, of any signs and devices similar to marking signs and devices intended for airfield identification is prohibited.

Article 37. Marking of Buildings and Structures

In order to insure aircraft flight safety, the owners of buildings and structures are obligated to locate night and day marking signs and devices on these buildings and structures at their own expense in accordance with the established rules.

Article 38. Communication of Airports with Population Centers

Airports must be provided with regular communication with the nearest cities and other population centers.

Executive committees of local soviets of peoples deputies are responsible for building, rebuilding, equipping and operating access roads to airports, for insuring regular movement of passenger transportation on these roads and for providing telephone communication linking cities and other populations to airports.

Article 39. Control Over Fulfillment of Requirements Imposed on Construction in the Vicinity of Airfields

When reserving, in the established order, land parcels for the construction and development of cities and other population centers and for the

construction and reconstruction of facilities indicated in articles 34 and 35 of the Code, the councils of ministers of union and autonomous republics and the executive committees of local soviets of peoples deputies provide control over fulfillment of rules foreseen by these articles.

Enterprises, institutions and organizations as well as citizens violating the rules foreseen by articles 34 and 35 of this Code are obligated to remove, move or make the necessary changes on their facilities on demand of the ministries, state committees, departments and organizations having jurisdiction over the airfields. They must do so within the established deadline, at their own expense and using their own manpower.

CHAPTER V. AIRCRAFT FLIGHTS

Article 40. Preparation of an Aircraft for Flight

The flight of an aircraft must be preceded by special preparation of the craft and its crew, inspection of the readiness of the ground services of the take-off airfield and the landing airfield to support the flight, analysis of the meteorological conditions over the entire time of the flight, and analysis of other flight conditions.

The rules of flight preparation and the persons responsible for such preparation are established by the ministries, state committees, departments and organizations possessing the aircraft.

Article 41. Certification of an Aircraft for Flight

Only aircraft bearing state registration identification marks are certified for flying in USSR airspace. An aircraft is permitted to fly only if it possesses the following:

- 1) a crew prepared and certified for flying an aircraft of the given type in the corresponding flying conditions;
- 2) the necessary quantity of fuel;
- 3) a flight assignment, aircraft and other documents as established by the ministries, state committees, departments and organizations possessing the aircraft.

Deviations from the requirements foreseen by this article may be established for aircraft undergoing test flights, in accordance with the rules of performing test flights.

Article 42. Permission for Take-Off, and the Flight Plan of an Aircraft

An aircraft can be flown only if it is granted permission for take-off in the established order.

Every flight of an aircraft must be performed in accordance with a flight plan approved in the established order. Deviations from the flight plan are permitted only with the permission of air traffic control organs, except in cases foreseen by Paragraph 1, Article 25 of this Code.

Article 43. Safe Flying Altitudes and Intervals

Aircraft must be flown at safe altitudes and at intervals between one another that would exclude the possibility of aircraft collisions.

Article 44. Meteorological Conditions of Flying

Aircraft can be flown only in the presence of the appropriate meteorological conditions.

Every aircraft must be provided with weather information for the entire duration of the flight.

Article 45. Organization of Air Traffic

Aircraft are flown in USSR airspace on USSR airways, local airlines and established routes.

The bearing and width of USSR airways, local airlines and routes as well as the flying altitudes are established in compliance with flight safety requirements and with a consideration for the interests of the corresponding ministries, state committees, departments and organizations, in the order determined by the Statute on Use of the USSR Airspace.

Article 46. The Equipment of USSR Airways and Local Airlines

USSR airways and local airlines are equipped with radio navigation and other resources insuring the safety of aircraft flight.

Article 47. Certification of USSR Airways and Local Airlines for Operation

A USSR airway and a local airline may be certified for operation only after it is established that they satisfy aircraft flight safety requirements.

USSR air routes and local airlines are certified for operation in the order determined by the USSR Council of Ministers.

Article 48. Actions To Be Taken in Response to an Aircraft's Deviation from a USSR Airway, a Local Airline or a Route

If an airborne aircraft has deviated from a USSR airway, a local airline or an established route, the aircraft commander and the air traffic control organ are obligated to immediately take all possible steps to return the aircraft to the USSR airway, local airline or established route.

Article 49. Prohibition or Limitation of Flying

The flight of aircraft in USSR airspace or in individual areas of this airspace may be completely prohibited or limited in relation to altitude, time

and direction in the order determined by the Statute on Use of the USSR Airspace.

Article 50. Flights Over Population Centers

Flights may be made over population centers only at an altitude which would permit the aircraft to land outside such centers or at the closest airfield in the event of an aircraft malfunction.

Demonstration flights of aircraft above population centers are prohibited.

Deviations from the rules of the article are permitted in the order established by the USSR Council of Ministers.

Article 51. Still and Motion Picture Photography and Use of Radio Communication Resources

Still and motion picture photography and use of radio resources aboard an aircraft are permitted in the order determined by special rules.

Article 52. Activity Posing a Threat to Flight Safety

All forms of activity associated with the use of USSR airspace that may pose a threat to flight safety, including all forms of fire, missile launchings, demolition operations, the launching of drones and other such actions are allowed in compliance with the necessary precautions only after special permission is received in the order determined by the USSR Council of Ministers.

Article 53. Violating Aircraft

An aircraft that crosses the USSR state border without the corresponding permission of Soviet competent organs or which commits some other violation of the rules of flying across the USSR state border and the order of using USSR airspace is designated a violating aircraft, and it is subject to compulsory landing if it fails to obey the requirements of flight control organs.

A violating aircraft ordered to land must land at the location indicated to it.

After such an aircraft lands and the causes of the violation are clarified, permission for further flight is granted to the violating aircraft in the established order by the air traffic organ.

Article 54. Air Traffic Control Organs

Air traffic is controlled by organs of the USSR's unified air traffic control system, and by departmental air traffic control organs, within the limits of the areas and zones allocated to them.

The Statute on the USSR Unified Air Traffic Control System is approved by the USSR Council of Ministers.

Constant radio communication must be maintained between and airborne aircraft and air traffic control organs.

If communication is interrupted, the aircraft commander and the air traffic organ are obligated to take immediate steps to restore it. When it is impossible to restore communication the aircraft commander and the air traffic control organ must act in accordance with the rules established for such cases.

Article 55. Meteorological and Electronic Support to Flying

Meteorological and electronic support is provided to flying in the order determined by the USSR Council of Ministers.

Article 56. Elimination of Interference in the Work of Radio Engineering Resources

Radio frequencies that must be protected from sources of radio interference are allocated in the established order to permit radio communication and radio engineering support to flying.

Enterprises, institutions, organizations and citizens possessing devices and apparatus causing interference to radio communication resources and radio engineering flight support resources are obligated to eliminate the interference created by their resources at their own expense on demand of the appropriate organs of the USSR Ministry of Communication, and they must shut down such devices or apparatus until this interference is eliminated.

Article 57. Leasing Communication Channels

In order to support flying, air traffic control and other activities of aviation, the USSR Ministry of Communications leases the necessary communication channels to interested ministries, state committees, departments and organization at their request.

When communication channels allocated to support flying and air traffic control become unservicable, they must be replaced by other communication channels in the established order.

Article 58. Use of Public Communication Resources

In the absence of leased communication channels, public communication resources may be used to support flying and air traffic control.

Telephone calls and the reception and transmission of telegrams associated with providing assistance to an aircraft that is suffering or had suffered a disaster, to its crew and to its passengers are allowed on top priority, on the basis of normal pay rates.

Telephone calls and the reception and transmission of telegrams associated with emergency actions in support of flight safety and with control of the movement of aircraft making specially important runs are allowed on top priority, at the normal pay rates.

The procedure for using public means of communications to support flights and air traffic control is established by the USSR Ministry of Communications after coordination with interested ministries, state committees, departments, and organizations.